

## A TALE OF HARDSHIP.

Capt. Bottolfson Tells the Story of the Wellman Party.

Icebergs Towered as High as the Vessel's Yard Arms.

JULY INTENSELY COLD

The Party Now in Good Health and Marching On.

THOMSON, Norway Aug. 6.—Capt. Bottolfson, who brought to this place the news of the loss of the Wellman polar expedition steamer Ragnvald-Jarl, gives in an interview further details of the adventures of the Wellman party. He says the expedition reached Walden island on May 17, when the pack ice was becoming troublesome. Mr. Wellman and his party started north on sledges on May 24. On May 28 the screwing of the ice commenced in real earnest. Near the steamer were icebergs which towered as high as the yard arms of the vessel's masts. While the crew were drinking their afternoon coffee on that day the steamer was suddenly crushed by the ice as if it were a match box. The water rushed in with terrific force, and in a few minutes the vessel was a complete wreck. The crew in the meantime had escaped to the shore. They were now obliged to take shelter in a great dog kennel until they were able to build a hut from the wreckage of the steamer. Through a hole which had been made in the side of the wrecked vessel the party were enabled to save a quantity of coal and other useful articles.

An express party was sent after Mr. Wellman and overtook him and his companions at Marten's island. Mr. Wellman, Dodge and others returned to Walden island and held a council. Captain Bottolfson, Webfeldt and a sailor volunteered to go and seek for sealing vessels to the southward. Mr. Wellman resumed his journey northward on May 31, but Bottolfson and his party were unable to start on their trip, owing to the heavy pack ice and were still detained at the island on June 23, when Sando, Iverson, Winship and Heyedahl returned from Mr. Wellman, owing to lack of provisions and to troubles in regard to ice and water, with orders and mail from Wellman, who had gone forward.

On June 27 Captain Bottolfson and his party started southward in search of sealers, hauling behind them a twelve-foot aluminum boat. They passed four terrible weeks of storm and heavy snow, sometimes hauling their boat, and sailing or rowing when there was open water. On this way they traveled 250 miles along the Spitzbergen islands. They were compelled to throw away nearly all their extra clothing and much of their equipment as the boat was overloaded. Their passage through the straits was particularly difficult and dangerous. All of the party were wet to the skin and the cold being intense, their sufferings were most severe. The cold on the nights of July 10 and 12 was simply terrible.

In a hut at Moset bay they found and repaired an old gig. On July 13 they tried to cross Wijde bay, but were obliged to return, owing to the fog and ice. They made another start July 15, but the ice proved too dense and they were obliged to abandon the gig and proceed, hauling the aluminum boat. Several Norwegian sealers were seen east of the Norwegian island, but they failed to respond to the party's signals. At Norse bay they found Nordenskjöld's hut, where a provision depot was maintained by a Tromsø skipper named Sleson. The party had to make their boat around Welcome Point. On July 19 they were taken aboard the steamer Malygen, Captain Pederson. Haverdahl was landed at Dames island to join Professor Oyen, who was well, but still declined to leave the island. Captain Bottolfson says that during the journey along the coast his party were able to shoot a few polar bears and reindeer. He says Captain Pederson proved a splendid ice master. Bottolfson is high in his praise of aluminum boats. The dogs he had with him proved useless, becoming sore-footed and had to be shot. He says Sando and his companions left Wellman on June 17, six miles east of Cape Platen, on his way to Ribs island. All his party were well. He says it is probable the two mates, two engineers, a stoker and cook who were left at Walden island will be recovered by sealers as soon as the ice and weather becomes favorable enough for them to proceed eastward.

## OUT HIS WIFE'S THROAT.

A Chicago Man Decapitates His Wife and Then Commits Suicide.

CHICAGO, Aug. 8.—Henry Russell, a mechanic living at 6 Sheldon street, killed his wife and himself at his home yesterday. After quarreling several hours Russell carried the woman to a second story window, cut her throat and threw the almost decapitated body to the pavement below. Then leaning out of the window, he fatally slashed his throat in view of a crowd of spectators and died within a few moments. Jealousy caused the crime.

## MAY WALK OUT.

Kansas City Packing House Employees May Go on a Strike.

KANSAS CITY, Mo., Aug. 8.—About 100 members of the Butchers' union met last night to listen to speeches by local representatives of the Union and P. H. Mulenby of Chicago.

Although no definite action was taken regarding a walk-out in Kansas City, still the sentiment of the meeting indicated that unless the differences between the strikers at Omaha, Chicago and St. Louis were settled shortly the men may be ordered out at this point.

## THE ALABAMA ELECTION.

Majority Will Be Close to 40,000—Kolb Gets a Light Vote.

MONTGOMERY, Ala., Aug. 8.—Nearly every county thus far reported shows heavy loss for Kolb as compared with his vote in 1892. Marion county, which in 1892 went for Kolb by 298, is given by official returns to Oates by 1,443, a change of over 1,700 votes. Lawrence, another Tennessee valley county, goes for Kolb by only 1,250, as against 2,135 before. Limestone goes for Kolb by 153, against 1,623 in 1892. Tallapoosa goes for Kolb by 600, against 2,449 in 1892. In Cherokee his majority falls off 300. Crenshaw went for Kolb 775 in 1892; this year it is very close.

Kolb affords the same comparison. Sumter goes for Oates by over 1,500, a Democratic gain of over 1,000, and Macon for Oates by 800, a Democratic gain of over 1,500. Henry, Oates' home county, went for Kolb in 1892 by over 1,500, but this year gives Oates over 500. In Barbour county the official Democratic majority has been increased.

Oates' majority will be close to 40,000.

The returns indicate a safe Democratic majority in the legislature.

## ADVISED NOT TO PAY DEBT

Farmers of Nebraska Told to Let the East Wait a Year.

HASTINGS, Neb., Aug. 8.—John M. Ragan of this city, one of the supreme court commissioners of the state of Nebraska, has caused a sensation in Hastings by openly advising the farmers of Nebraska to refuse to pay a cent of their indebtedness to parties in the east for a year.

Judge Ragan assigns the drought and total crop failure as the reason for this remarkable advice. Mr. Ragan was for many years general attorney for the St. Joseph & Grand Island railroad. When the Populist craze swept over Nebraska a few years ago, Ragan forgot his corporation training and joined the new party. The last session of the legislature created a supreme court commission of three members, one from each political party, to assist the supreme court in disposing of the large number of accumulated cases.

Ragan was appointed as the Populist member. There is little danger of his expressions finding their way into the opinions of the supreme court.

## THROUGH A BRIDGE.

Bad Wreck on the Chicago Great Western Near Peru, Iowa.

DES MOINES, Iowa, Aug. 8.—A wreck, caused by a cinder dropping on a bridge at Peru, thirty miles south of here, and smouldering so as to weaken one of the main stringers occurred on the Chicago Great Western road last evening, and resulted in the killing of Conductor John Haley of St. Joseph, and the injuring of Charles King and James Muldoon of Riverport, Ill., and T. W. McGinnis of Love Lake, Mo., all miners, who were supposed to have been stealing a ride in an empty box car which jumped the track, and the engineer and fireman, whose names can not be learned. The train was a freight and the engine, together with the forward part, went down into the ravine.

## SOUTH OMAHA STRIKERS.

Armed Men Surround the Packing Houses and Grave Trouble Is Threatened.

OMAHA, Neb., Aug. 8.—The situation at South Omaha is more serious than at any time since the strike began, and Adjutant General Gage is closely watching the maneuvers of the angry strikers. All the packing houses are surrounded by strikers, most of whom are armed, and all persons desiring to enter the plants must satisfy the guards of strikers, who are located every ten yards. The trade in revolvers has been rushing here for the last week. Permits have been issued to many of the men to carry guns, and each day the situation grows more serious.

## TOM KING CAPTURED.

The Notorious Female Outlaw Said to Have Been Caught.

GUTHRIE, Ok., Aug. 8.—Sheriff Painter received a telegram yesterday from Fredonia, Kan., signed by Sheriff H. S. McCray, stating that Mrs. Tom Mundis, alias Tom King, the famous Oklahoma female outlaw, had been captured. The telegram states that the outlaw was in female attire and was accompanied by another female in male attire, named Ettie McGee. The two women were in camp near the city, having a well provided wagon and five fine horses in their possession. In the wagon was a heavy trunk full of fine jewelry and lace.

## MISSOURI CROP BULLETIN

Weekly Report of the State Board Shows Corn Is Improving.

COLUMBIA, Mo., Aug. 8.—The weekly crop bulletin of the Missouri State Board of Agriculture, says good rains fell during the early part of the week in nearly all of the southwestern counties, but in other sections the rainfall was badly distributed and drought continues in nearly every county. Corn was benefited in some sections, while elsewhere that cereal was damaged to some extent by wind and hail, but generally speaking it is improving.

## NEBRASKA CROP OUTLOOK

If Rain Falls This Week Corn Will Average a Two-Thirds Crop.

OMAHA, Neb., Aug. 8.—Conditions are reported from various portions of Nebraska to be very favorable to rain and one shower occurred at Valentine, Neb. If generous rains can be secured this week it is estimated that Nebraska's corn crop may still average two-thirds of a crop and as the acreage was larger than usual it will bring it up nearly to the average. If rain does not fall within ten days the crop is a total failure.

Take your meals at the Brunswick restaurant, 716 Kansas ave., 15 and 20 cents, everything first class. Can't be beat in town. J. S. Kellam, proprietor.

## LEFT TO CONFERRERS

The House Caucus Decided to Take No Action.

The Conferrees Are to Use Their Own Judgment.

CRISP AND WILSON.

The Two Democratic Leaders Address the Caucus.

WASHINGTON, Aug. 8.—Chairman Wilson and his associate house tariff conferrees scored a victory yesterday when the house Democratic caucus called with a view of terminating the tariff struggle by instructing or advising the house conferrees adjourned without taking any action. The effect of this was to leave the house conferrees to take the matter in a spirit of independence, and to show conspicuously that the effort to advise them had failed. The friends of Mr. Wilson found that they had the caucus so well in hand that they could have passed the Livingston resolution expressing confidence, but there was no desire on the part of the supporters of the conferrees to take this course.

Speaker Crisp and Chairman Wilson expressed themselves as gratified with this conclusion, and among the rank and file of the house the sentiment was general that the movement inaugurated to bring about an acceptance of the senate bill had resulted in materially strengthening the opposition to the senate bill.

The caucus was called to order by Chairman Holman. The roll call disclosed the presence of 166 members. Speaker Crisp sat among the members on the floor of the house. Near him was Chairman Wilson and Representative McMillin. Messrs. Bynum and Springer, who had urged the caucus, together in conference throughout the meeting.

Mr. Bynum at once offered a resolution reciting the fact of disagreement on a tariff bill and declaring that the conferrees should meet in a spirit of liberality and by mutual concessions, agree upon a measure that will meet with the approval of both bodies. The resolution further provided for the adjournment until 3 o'clock Friday next, if no agreement is made, while reached, and that the Democratic senators shall be invited to meet on that day in joint caucus.

Speaker Crisp, Chairman Wilson, Representatives McMillin, Catchings and Outwaite and those who were expected to fight the resolution were on hand when the caucus was called to order.

Chairman Wilson replied to Mr. Bynum. He deprecated the adoption of the Bynum resolution, and was followed by Mr. Livingston of Georgia, who offered a substitute expressing confidence in the house conferrees and leaving all action to their judgment.

After Mr. Livingston had offered the house substitute Mr. Bynum made a point of order against it. He said he had conferred with senators who held the key to the situation and they had assured him that nothing but the senate bill could pass and that there was no chance of an agreement.

Speaker Crisp spoke with much earnestness for ten minutes, counseling the caucus to take no action which would embarrass the house tariff conferrees.

The speaker's speech was received with manifestations of approval, and in conclusion he suggested that the caucus should adjourn.

Mr. Bynum evidently realized that the caucus had slipped out of his hands. He therefore suggested that he would be glad to withdraw his resolution. If Mr. Wilson would rise and say that an agreement was in sight, he paused for a reply. Mr. Wilson made no move. He gave no apparent recognition to Mr. Bynum.

The action of the chairman excited no little comment, as it was taken to mean a declaration to have any controversy with Mr. Bynum. Inquiries were made regarding the status of negotiations upon sugar, coal and iron, but no definite information was forthcoming.

Speaker Crisp said that the senate bill was more highly protective in most of its schedules than the house bill and that there were many points of difference to be settled and intimated that they were being settled, but that was as much enlightenment as the inquiring Democrat obtained. Finally Mr. Bynum withdrew his resolution, explaining that he was satisfied with the agreement which was in sight, and on motion of Speaker Crisp the caucus adjourned.

## LITTLE PROGRESS BEING MADE.

The Tariff Deadlock Is Still Unbroken—Two Fruitless Sessions.

WASHINGTON, Aug. 8.—The tariff conference yesterday was entirely subordinated to the house caucus and was devoid of interesting features. The conferrees held two brief sessions during the day and discussed the coal and iron ore questions besides reverting to the sugar schedule. The talk, however, served no purpose except to emphasize the fact that the disagreement is still unbroken and that very little, if any, progress is being made.

## CHARGES AGAINST JUDGE RICKS.

The House Takes Formal Action in Regard to the Matter.

WASHINGTON, Aug. 8.—Steps were taken by the judiciary committee of the house yesterday for an investigation of the charges against Judge A. J. Rick's made by the Central Labor union of Cleveland.

It was agreed that no steps toward impeachment should be taken until more was known of the matter, and the case was referred to the subcommittee of which Representative Bailey is the chairman with directions to report a resolution for investigation. In accordance with that action Mr. Bailey will introduce in the house a resolution authorizing the judiciary committee to investigate the case.

## INDIANS BUY LIQUOR.

An Important Decision Thereon Rendered by an Oregon Judge.

PORTLAND, Ore., Aug. 8.—Judge Bellinger has signed an important decision in the cases of Thomas Hawkes and Edward Kline, charged with selling liquors to Indians. He decided that the allotment of lands in severity to Indians had the effect of removing them from under the charge of Indian agents and gave them the standing of American citizens. As such the United States laws governing Indians do not apply to them and the selling of liquor to an Indian who is not in charge of an United States Indian agent is not punishable under the United States statutes. The decision has a precedent, the opinion of Judge Hanford, delivered in an Indian case of another character in 1892, but it is the first decision to this effect in a case directly in point.

## A NEGRO TOWN TROUBLE.

A Murder Over a Contested Claim Creates a Riot at Langston.

GUTHRIE, Ok., Aug. 8.—Lukes G. Ballard, a negro, and Edward Vanderpool, a white man, have been contesting for a claim near Langston for two years, and a few days ago the department awarded the claim to Vanderpool.

Yesterday the two men fought and meeting again last night Vanderpool shot and killed Ballard. A crowd of several hundred negroes met and attempted to lynch Vanderpool, but two negro deputies held the crowd at bay with revolvers and brought Vanderpool here to jail. There is great excitement, and it is feared the mob will attempt to wreak vengeance upon Vanderpool's family.

## Tennessee Safety Democratic.

NASHVILLE, Tenn., Aug. 8.—Full reports from sixty-four counties give the Democratic vote for supreme judge, 106,574; fusion, 51,720. Democratic majority, 24,554.

Twenty counties unofficially heard from give 209 majority for Democrats. Twelve counties yet to be heard from will give not less than 8,000 fusion majority, making the total Democratic majority in the state 16,000. This is a Democratic gain since 1892 of 22,000.

## A Prominent Physician Arrested.

HARRISONVILLE, Mo., Aug. 8.—Dr. Farrow, a prominent physician of East Lynne, Mo., was bound over to appear at the next circuit court in the sum of \$10,000 by A. B. Bohen, justice of the peace, charged with criminal assault on Miss Charles, a young woman who lives near that town. She claims to be little over 14 and that she went to the doctor for treatment and that he locked the door of his private office and committed the assault. A great deal of interest is manifested in the case, as both parties stand high in the community.

## A Bad Freight Wreck.

ALMA, Kan., Aug. 8.—One of the most disastrous wrecks that ever occurred in this county was seen in the yards of the Chicago, Rock Island and Pacific at this place yesterday morning. Five palace stock cars are completely demolished and in a pile of splinters. The wreck was caused by the train becoming uncoupled at a point several miles west of Alma. Thirty head of cattle were killed outright and a number wounded. Several stockmen and the train crew all escaped without injury.

## An American Cyclist Wins in England.

BRISTOL, Eng., 7.—Harry Wheeler, the American, won the one mile handicap race here to-day. Wheeler started from the thirty-five yard line and won by four yards in 2:20. Harry Barker of Pittsburg was beaten in this heat.

## BRIEFS BY WIRE.

George Richardson, a Wisconsin farmer, was shot and killed by his brother.

A traction engine went through a bridge near Springfield, Ill. Two men who were on the engine were killed.

At Defiance, Ohio, the great annual celebration in honor of the victory of Anthony Wayne is on in full force, 10,000 soldiers being present.

Frank V. Haley of Rochester, N. Y., filed a claim against the state for \$31,001 damages for the killing by the state of 150 head of cattle, said to be infected with tuberculosis.

An explosion occurred on board one of the machines used in dredging the Delaware river near Windmill island, opposite Philadelphia. Four persons were killed.

Captain Switzer of Company M, First regiment Illinois militia, denies the story that his company refused to eat in the same tent with non-union workmen at Pullman.

An extraordinary gazette has been issued in London containing a proclamation by the queen of Great Britain's neutrality in the war between China and Japan.

Another hot southwest wind prevails at Marshalltown, Iowa, and what vegetation was left has suffered severely. The corn crop is given up as almost a failure in that section.

Fifteen window glass manufacturers from Pennsylvania, Ohio and Indiana are in session in Chicago. The principal object of the meeting is to appoint a wage committee to confer with the workmen in the factories and arrange a scale of wages for next year.

The house committee on judiciary yesterday agreed to report against the admission of Japanese to citizenship. A bill introduced by Mr. Everett of Massachusetts, providing that section 2109, of the revised statutes, shall not operate to exclude Japanese from naturalization, was called up. The sentiment of the committee seemed to be against any enlargement of naturalization papers and the bill failed.

Get a free tune on the phonograph with every purchase at Topeka Drug company's, 612 Kansas avenue. Ice cream soda, five cents.

Prescott & Co. will remove to No. 118 West Eighth this morning.

## LAUNCHING A BATTLE-SHIP.

It Is a Complex Problem and a Slight Mistake Would Cost Millions.

Albert Franklin Matthews tells an interesting story of "The Evolution of a Battle-Ship" in the Century. This is a history of the construction of the Indiana, so far the only vessel of this class we have in our navy. After describing the wonderful power of this monster, the most formidable engine of war in the world, and the manner of its construction, Mr. Matthews says:

So the building goes on until the launching day comes, and two broad ways are built up against the bottom of the vessel, and the keel-blocks on which it has been resting are knocked away. In the launch of the Indiana Mr. Nixon ran a row of electric lights beneath the bottom of the vessel, adding another innovation to the details of American ship-build. Each launching way consists of upper and lower planks, between which is spread thousands of pounds of the best tallow. At the bow of the boat these upper and lower planks are clamped together, and when all is ready they are sawed apart, and the vessel starts. The upper part of the ways slides into the water with the vessel, and the lower part with the smoking hot tallow remains stationary.

A launch in these days is so smooth, and so soon ended, rarely occupying more than twelve seconds from start to finish, that one scarcely realizes its difficulties. Three things are absolutely necessary: it must be on time, when the tidal water is highest; it must be of smart speed, so as not to stick on its downward journey to the water; and it must be accomplished without straining. So complex a thing is a launch that the careful engineer-in-charge is able to estimate the strain on every part of the vessel for every position it occupies at intervals of one foot, on its way down the line.

There is one supreme moment. It is when the vessel is nearly two-thirds in the water. The buoyancy of the water raises the vessel, and throws its weight on its shoulders. Here is where the greatest danger of straining comes, and should the ways break down, the vessel would be ruined, a matter of nearly \$2,000,000 in a ship like the Indiana when it was launched.

The launch over, the machinery is lifted in and fitted, and then comes the board of government experts, who look the vessel over inch by inch. The fires are started, and the trial trip follows. For four hours, amid suppressed excitement that answers nervously to every quiver of the vessel, the engines are run at full speed. A premium or a penalty is at stake now. The breakage of a bolt or the disarrangement of a valve may mean thousands of dollars of loss to the contractors. Trained workmen are locked in the fire-rooms, not to be released until the test is over. Cooled drinking-water with oatmeal sprinkled upon it is run down to them in a rubber tube from a barrel on the deck. A hose is played on the costly machinery in places where there is danger from overheating, as though it were on fire. Almost every pound of coal used on the trip is carefully selected.

When the four hours are passed and the strain is over, a sigh of relief from every one on board, and even from the vessel herself, goes up, and the ship passes from the contractor to the government, and day after day while she is in commission on the flag will be saluted and the score of more of other ceremonies and formalities observed on a man-of-war will follow.

## Rail Joints.

Rail joints are costly parts of a railway track, much more costly than any one unacquainted with such matters would believe. They are comparatively expensive to make, and their maintenance is a hard matter. The rails now laid in this country are generally thirty feet long, and if this length were increased the number of joints would naturally be decreased. But as there are disadvantages in the way of lengthening the present rails, the matter has not attracted much attention until recently, when eleven engineers of national reputation made a report on the subject to General Manager St. John of the Rock Island road. The committee estimates approximately an economy with 34-foot rails of \$40 a mile in the first cost of joints and \$5 a mile in maintenance and renewals. With 60-foot rails these figures become \$220 and \$44 respectively. The rolling mills do not appear anxious to make rails over thirty feet in length, but the Norfolk and Western road buys 60-foot lengths at an increase of but \$2 a ton. The 34-foot length most favored at present is 40 feet, of which about sixty miles are now in use. Thirty-three foot rails are used on a part of the Pennsylvania lines west of Pittsburgh. The committee of engineers does not regard the latter length with much favor, however, for it recommends that each road represented in the General Managers' Association lay several miles of 60-foot rails and watch them carefully, making proper reports.

## Mrs. Sheridan's Independence.

Mrs. Philip Sheridan is said to be almost the only widow of a great war chief who has absolutely declined purses, funds, and any such testimonial after his death, and to have resolutely opposed all offers from military societies and others who wished to erect his monument. She said she wished no other provisions than Gen. Sheridan had himself made for his family, and that the erection of his tombstone was too precious a duty to be assigned to any one else.

BAD friends and counterfeit bills are hardest to change.

## Saved Our Boy

A Clergyman's Statement

Constitutional Scrofula Entirely Cured.



"C. I. Hood & Co., Lowell, Mass.: 'Gentlemen: I wish to tell what Hood's Sarsaparilla has done for us, I will say that 3 years ago we had a beautiful boy born to us. When about six months old he took a sore mouth. Everything that was known as usual remedies in such cases was used. I had two doctors but all to no benefit. At the age of 11 months he breathed his last. Thus we laid

## Our Darling Child

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## Picture of Health,

all life and full of mischief—thanks to Hood's Sarsaparilla. I am a minister in the Methodist Protestant church. I am here to back what I say and I am in no way interested in any profit in the matter, except it affords me much pleasure to recommend Hood's Sarsaparilla to all as

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a safe, sure remedy. Even my wife, after taking Hood's became healthy and fleshy and has the bloom of girlhood again. We have used only three bottles, but I keep it in the house." REV. J. M. PATRICK, Brookline Station, Missouri. N. B. Be sure to get Hood's and only Hood's

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tell us so. If you are not fully convinced of its merits, ask some of your friends about it. Some of them, probably, have used it. We are willing to stand or fall on the testimony of ladies who have used Viavi. You should profit by their experience.

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blindly into it. Inform yourself fully. "Be sure you are right, then go ahead."

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